

Newsrail

\$2.80

MARCH 1989

Victoria's Modern Railway Magazine

Registered by Australia Post — Publication No. VBQ 1289







Newsrail

Vol. 17 No. 3 March 1989

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Newsrail thanks sincerely the following people and organisations who contributed to this month's issue:

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SUBSCRIPTIONS FOR NON-MEMBERS

Mailed flat, with supplements not provided with across-the-counter copies.

May - April - \$28.00

November - April - \$14.00

All subscriptions expire with the April issue. Write to ARHS Membership Officer, Box 5177AA, GPO Melbourne 3001, for subscriptions and details of membership, monthly meetings and activities.

Newsrail is published by the Australian Railway Historical Society Victorian Division and details Victorian railway happenings and related items. Opinions expressed in *Newsrail* are not necessarily those of ARHS or of its members.

ISSN 0 310-7477.

Closing date for News, Articles and Photographs: 1st of each month.

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Cover: 42218 hauls the Sydney bound *Intercapital Daylight* through Kilmore East at 9 45 Tues.1.11.88. (Bryce Leydon)
Opposite: Climax locomotive hauls train CX711, Menzies Creek to Lakeside, on the climb towards Emerald on Sat.12.11.88. (Roger Gillard)

Silos, Sand and Something Different

JOHN GREEN

The Rail Tourist Association Incorporated group operated a tour to Kulwin over the weekend 25-27 November, 1988. This train returned D³ 639 and some carriages from Newport to Ballarat.

D³ 639, G16114H, No.3 Sleeper, 40ABU, ZD619, *Pioneer*, 32ABU, 34BW and 1CV departed Newport platform at 10 39 as empty cars, arriving at Geelong at 11 40. D³ 639 was serviced, and the train consist altered with the turning of ZD619 and the reversing of the G wagon.

Members of the association travelled in *Goulburn*, attached to the 16 56 train from Spencer Street, with A70, *Goulburn*, BS204, BS210, BRS222, BS209, 52AE and CD2, arriving at Geelong at 17 56. D³ 639, G16114H, 1CV, 34BW, 32ABU, *Pioneer*, ZD619, 40ABU, No.3 Sleeper and *Goulburn* ran from Geelong, departing at 19 10 for Ballarat where arrival was at 22 04.

At Ballarat the consist was altered and D³ 639 returned to its home depot, Ballarat East.

The group travelled from Ballarat to Maryborough attached to the rear of 9141 Mildura freight. While awaiting departure from Ballarat, the group saw A70 (which had returned from Geelong to Melbourne and had then worked the 20 05 pass. ex Spencer Street) leave Ballarat for Melbourne with a freight. C510 and BL32 raced through with the 20 15 Superfreighter,

S300 and T392 passed through at 23 50 and the down *Overland* behind N460 and N452 and the *Vinelander* behind N451 both departed Ballarat on time.

G528 had been idling in one of the middle roads, keeping a few people wondering if it was to be attached to 9141 goods. Our train, the first V/Line goods train to have passenger cars attached in some years, and also the first goods train to operate with a guard in quite some time, arrived at Ballarat at 22 00, with X46, X38, T357 and T368 at the business end. After a FLEX, ZD619, 40ABU, No.3 Sleeper and *Goulburn* had been attached to the rear of the train, G528 was attached, being marshalled between X38 and T357. Our train thus became the first special train on broad gauge to be hauled by a G class loco.

Number 9141 left Ballarat at 00 11, trailing consist being NOBX33482, VLEX971J, VLCX641E, VOCX997Y, VQCY550J, VOCX314F, VLCX558W, VLCX219B, VLCX527M, VLCX429A, VLEX823D, ZD619, 40ABU, No.3 Sleeper and *Goulburn*. Arrival at Maryborough was at 02 07, where we were stabled for the night. T368 continued to Ouyen while T357 was stabled in the yard with some ballast wagons. At 06 40 B80 and T352 arrived with an up Cowangie gypsum train and at 07 12 our train departed, with T357, ZD619, 40ABU, No.3 and *Goulburn*, bound for Kulwin.

T357 with the RTA Kulwin tour at a photostop just out of Maryborough on Sat.26.11.88. (John Green)





The RTA tour train at the buffer stop at Kulwin.

The day was spent travelling at a leisurely average speed of about 60 km/h, with several photostops being held at stations, sidings, silos and lineside locations.

The train arrived at the bufferstop at Kulwin at 17 20. T357 departed at 17 51, arriving at Sea Lake at 19 11. There the evening meal was had at the local hotel. The train was stabled overnight at the platform, departure next morning being at 04 12. We returned to Ballarat where patrons visited the vintage

trams, riding on Nos. 671, 661, 28, 18 and 40 along Wendouree Parade before returning to the station. For the return trip to Melbourne we were attached to the rear of the 16 45 up pass., with X51, X44, CD2, 52AE, BS209, BRS222, BS210, BS204, No.3 and *Goulburn*, with the ZD and ABU being left behind.

Arrival at Spencer Street was at 18 25, and ended three days of touring with a difference, with nine different locos from seven different classes or series having hauled us.

**The tour train trundles down the main street of Wycheproof on the way to Kulwin. Sat.26.11.88.
(Both photos John Green)**



The timetable was as follows.

S5388/88 — Fri.25.11.88

D³ 639-1CV-34BW-32ABU-BL13 (*Pioneer*)-ZD619-40ABU-No.3 Sleeper-G16114H.

<i>Train No.</i>	<i>0206</i>	<i>S5388/88</i>	<i>Actual</i>	
Newport	10 40	10 39		
Werribee	11 04	10 58		
Little River	11 19	11 13		
Lara	11 28	11 25		
Corio	11 33	11 30		
North Shore		11 33		
North Geelong	11 37	11 36	T386, up goods A79-N1-D835, up pass.	
Geelong, pl. 3	11 45	11 40		

D³ 639-G16114H-1CV-34BW-32ABU-ZD619-BL13 (*Pioneer*)-40ABU-No.3 Sleeper-Goulburn.

	<i>S5388/88</i>	<i>Actual</i>	
Geelong	19 10	19 10	
North Geelong			
'C' Box	19 18	19 19	
Gheringhap	19 33	19 39	
Lethbridge	19 51	20 08	B75-T397-T372- T410, up grain.
Meredith	20 11	20 44	
Lal Lal	20 35	21 22	S317-T-T-T, up grain.
Warrenheip	20 51	21 50	
Ballarat	arr. 21 00	22 04	

A70-Goulburn-BS204-BS210-BRS222-BS209-52AE-CD2.

	<i>16 56 pass. (8255)</i>	
Spencer Street	16 57	
Newport	17 15	C506-B64 l.e.
Werribee	17 27	
Little River	17 35	
Lara	17 41	T353-T375 l.e.
Corio	17 46	
North Shore	17 49	
North Geelong	17 51/53	
Geelong	arr. 17 56	

Sat.26.11.88

X46-X38-G528-T357-T368-NOBX33482N-VLCX971J-VLCX641E-VOCX997Y-VQCY550G 40ABU -No.3 Sleeper-Goulburn.

<i>9141 Goods</i>	<i>WTT 14/88</i>	<i>Actual</i>
Ballarat	dep. 22 10	00 11
Sulky Loop	22 25	00 25/28
Tourello Loop	22 53	00 49/51
Talbot	23 35	01 34/37
Maryborough	arr. 23 55	02 07

S5394/88

8193 pass. to Inglewood, 8093 pass. ex Inglewood. T357-ZD619-40ABU-No.3-Goulburn.

	<i>S5394/88</i>	<i>Actual</i>
Maryborough	dep. 07 10	07 12
Dunolly	07 38/45	07 46/53
Llanelly	08 20	08 34/8
Inglewood	08 52/7	09 02/14
Wedderburn Junction	09 32/40	09 40/52
Korong Vale	09 50/10	10 01/36
Charlton	11 12/5	11 32/56
Wycheproof	11 52/12	12 24/54
Culgoa	13 22/7	14 08/12
Berriwollock	13 55/14 00	14 29/37
Sea Lake	14 26/40	15 12/7
Nandaly	15 35/40	16 12/7
Mittyack	16 20/5	16 45/9
Kulwin	arr. 16 58	17 22.

S5394/88

Train 8094, Kulwin to Inglewood

Train 8194, Inglewood to Ballarat.

T357-Goulburn-No.3-40ABU-ZD619.

	<i>S5394/88</i>	<i>Actual</i>
Kulwin	dep. 17 35	17 51
Mittyack	17 58	18 12/18
Nandaly	18 25	18 47
Sea Lake	arr. 18 55	19 11

27.11.88

	<i>S5394/88</i>	<i>Actual</i>
Sea Lake	dep. 04 12	04 12
Wycheproof	06 05/10	06 05
Charlton	06 42/5	06 44
Korong Vale	07 40/09 20	07 46/09 32
Wedderburn Junction		09 43
Inglewood	09 59/10 04	10 08
Dunolly	10 52/11 00	11 05/15
Maryborough	11 22/32	11 39/48
Talbot	11 46/9	12 04/6
Tourello Loop	12 15/25	12 38/43
Sulky Loop	12 50/5	13 07/10
North Ballarat Junction		13 23
Ballarat	arr. 13 06	13 25

16 45 up pass. (8132).

X51-X44-CD2-52AE-BS209-BRS222-BS210-BS204-No.3 -Goulburn.

	<i>WTT 14/88</i>	<i>Actual</i>
Ballarat	dep. 16 45	16 48
Warrenheip	16 53	
Bungaree Loop	17 01	17 05
Ballan	17 15	
Bank Box Loop	17 24	17 28
Bacchus Marsh	17 37	17 38/9
Parwan Loop	17 42	
Melton	17 45	17 51/3
Rockbank	17 54	17 58
Deer Park	17 59	18 08
Ardeer		18 07
Sunshine	18 11	18 09/12
Spencer Street	arr. 18 26	18 25

Mornington Railway Preservation Society Moves

RUSSELL FIELDEN AND JERRY SMIDT

The MRPS has moved. The society is no longer permitted to store its locomotives and rollingstock at the Lysaght steel works at Hastings. The decision made by the Lysaght management came as a blow to the MRPS, which suddenly found itself without a home for three locomotives, two DERMs and a vast range of rollingstock.

Fortunately the Australian navy came to the rescue, making its disused siding at Crib Point available. However, the naval siding had been disconnected from the main line for a number of years and with no maintenance work of any kind having been done on it, numerous sleepers as well as rails had to be replaced before the siding could be reconnected to the Stony Point line. Even as late as the day of the shift Met workmen were still working to enable K163 to shunt the large variety of MRPS rollingstock into the siding.

On Thursday 12th January the society set out to move all of its rollingstock, consisting of restored K163, unrestored K177 ex Ararat, D3 688 ex Rosebud, railmotors 59 and 60RM, guard's vans 586ZL and 35C, 30AV, ex BP oil tankers nos. 18 and 27, louvre van 73HD, 96WW, 152W, 257W, 278W, VIPY129,

20ZB, 200ZL, 45BE, 57BE, 33MT (formerly 65AW), 98G, 5CV, 582ZL and 58BE from Long Island to the new home at Crib Point. The original plan was to take all the rollingstock over in three trips with departure times at two hourly intervals, with the first being scheduled for 07 00. The first rake got underway more or less on time, but because of delays, holdups and crosses with the regular passenger train to Stony Point and the goods train to Lysaght's, the move had to be made in two trips. A number of vehicles with no brakes or faulty brakes had to be placed between vehicles with operating brakes for safety. Vehicles with good brakes had to be returned to Hastings for the second trip, increasing the amount of time consumed shunting as well as making the second consist, comprising the two DERMs, vans and goods vehicles, very heavy indeed.

It was pleasing to see K163 performing so well, hauling such a large consist with apparent ease. The restoration job done on K163 is a credit to the MRPS.

It was largely due to the fine performance of the locomotive, its crew and all concerned with the move that the job was successfully completed in spite of the spate of problems.

K163 and train on the way to their new home. Thurs.12.1.89. (Jerry Smidt)



Adelaide Alternatives

POT

During 36 years of travelling by rail between Melbourne and Adelaide I have concluded that, despite the good and bad state of the track over the years, the *Overland* air-conditioned sleeping and sitting cars have a certain solidarity about them, something lacking in the more modern rollingstock on other interstate routes. Indeed, my memories include somewhat less stable rides in the super veteran non-air-conditioned wooden sleeping cars (now in semi-retirement on the *Train of Knowledge*) at adventurous 70 mph running, sometimes on the *Overland* and at other times on the second division of the *Overland*.

On one occasion, due to a blockage of the Main Western Line and before the advent of the substitute bus, the *Overland* was diverted over the then lightly laid track through Mount Gambier.

Nowadays the railway authority offers regular service alternatives in the form of train/bus transportation which also provide opportunities for daylight travel. Some sceptics see this as the eventual permanent substitute for the *Overland*. On two westbound trips I have been privileged to view the South Australian countryside and the Adelaide Hills in daylight due to derailments blocking the line, which resulted in passengers being bused around the problem and changing *Overlands*, on the second occasion arriving in Adelaide some five hours late. In keeping with

tradition, there was not even a dry biscuit available to the hungry passengers. More will be said later on this subject in this article!

THE DAYLINK ALTERNATIVE

During the last two Octobers I sampled two alternatives. Firstly, the V/Line sponsored Daylink provides a 4 hr 42 min train journey to Dimboola followed by a 5 hr 10 min bus trip, with an 07 55 Melbourne departure. On my trip the X class hauled N set generally made good progress via the circuitous route through North Geelong Loop and Ballarat. Most of the crowd who joined the train at the first stop, North Shore, alighted at Ballarat. There were five other scheduled stops, at Beaufort, Ararat, Stawell, Murtoa and Horsham, before a three minute late arrival at Dimboola, where 28 minutes are allowed before the advertised departure of the V/Line chartered bus at 13 05. When this trip was made Dimboola station had not yet been upgraded to cater for passenger road/rail interchange, and the 'blue rinse elderlies' with their concession cards stamped noisily through the wooden floored station entrance hall to grab front seats in the bus. To their humiliation and my smug delight it had not yet arrived from Adelaide, so they dawdled back to sit on the disused platform trolleys in the sunshine. From there it was interesting to watch the local fitter check and

The first leg of the Daylink, the 07 55 down Dimboola pass. climbs the Bunyip Bank at Deep Lead in January 1988.
(Frank Cross)



replace where necessary the cast iron brake blocks on the N set, now stabled in one of the sidings, prior to its return to Melbourne.

Naturally, a comparison of on-board services for the two different modes of transport is appropriate. The reasonably new N set was clean. On-train announcements were straightforward with no 'Good morning, welcome aboard. Have a nice trip', type PR which has become more common with latter day conductors. At most stations, just as the train was entering the platform a voice advised that 'The train will be arriving at . . . in two minutes'. On arrival of the chartered V/Line bus from Adelaide at Dimboola it was thoroughly cleaned before passengers were allowed on board. A cheery driver welcomed everybody on board, personally handing out boiled lollies before departure, and then, without being overbearing kept passengers informed during the road journey to Adelaide. A considerable amount of parcels freight was off loaded at the wayside stops of Nhill and Kaniva. After the crossing of the state border there was no passenger or parcels activity at Bordertown, Keith, Coonalpyn or Murray Bridge. AN's Keswick Terminal was reached on time at 18 00. An advantage of doing the westbound trip is that the bus continues into the centre of the city, setting down passengers close to Adelaide station, saving them the long walk with luggage from the AN terminal to the Keswick suburban station or the extra expense of a bus or taxi. The eastbound trips originate from the AN terminal. Since my trip, more comfortable twin-deck buses with video facilities to keep one entertained during the somewhat dreary progress through the Ninety Mile Desert section have superseded the single deckers.

THE BLUE LAKE ALTERNATIVE

Unlike the Daylink advertised co-ordinated road/rail services, the *Blue Lake* alternative is generally unknown to the public, and to some V/Line staff when it comes to seeking bookings. The fare is also \$13 higher, but well worth it! Because we had to travel on a Monday we had to endure the disappointment of additional bus travel, substituting for the Bluebird railcars between Adelaide and Keith due to total occupation on Mondays for the Murray River bridge which had been undergoing maintenance and a complete repainting for several months. The reason why the AN staff were in no apparent hurry to despatch the two buses on time at 07 55 soon became obvious, as progress was some 40 minutes faster than the rail schedule through the gruelling Adelaide Hills. Indeed, at one remote, semi-derelict unattended station the bus, with AN staff on board, dutifully waited 35 minutes amongst the thistles and rabbits for a lone country woman to board at the advertised time before departing. With the airconditioning either malfunctioning or not being correctly adjusted the rising temperature soon forced most passengers into uncontrollable dozes. As the bus was departing Murray Bridge a passenger in the rear seat in slumberland suddenly awoke with a loud yell that startled other passengers with the news that this was his stop at which to alight!

Waiting at the Keith platform were Bluebirds 256, 104 and 255. All passengers were herded into the centre trailer car which would save the staff having to

clean the two power cars at the end of the trip, and the sole refreshment lass could serve food to one's seat from the one buffet. After an on time 11 33 departure brief stops were made at Bordertown and Wolseley before Naracoorte was reached 15 minutes early. Then, before arriving at Penola the train came to an unscheduled stop. After some tinkering by the driver had taken place the guard announced that the transmission had failed on the rear power car and hopefully the front motor would have enough strength to do all the work. At Kalangadoo some little old ladies had to make their way along the platform through high grass.

The main reason we had decided to take this alternative was that there had been talk that the *Blue Lake* express, the last of South Australia's broad gauge country passenger services, was likely to be replaced by buses. There were the usual indicators to such a change with the Bluebirds suffering from lack of maintenance with breakdowns on two days out of three at the time during which we travelled. An existing bus service already attracts considerable patronage. On train staff thought March 31, 1989 would be the likely last day of the service. However, a telephone enquiry in early January revealed that no date had been set and the number of breakdowns had decreased.

Mount Gambier was eventually reached after a loss of 47 minutes in running time, at 15 05. Rather than join the connecting V/Line bus direct to Melbourne we opted to stay overnight at 'The Mount' to enable us to travel by road and rail the next day. The Grand Central Motel just through the Safeway carpark adjacent to the station was handy and good value at only \$20 per person. The helpful proprietor informed us of a nearby hotel where for the one payment you could eat as much as you liked from one up to nine courses. Of interest in the Mount Gambier station yard was the former VR Display Car No 2 body (ex AV/BV stock) now used by the local model railway club.

BUS/TRAIN ADVENTURE

Because of the substitution of the Sunday timetable on the Tuesday Melbourne Cup 'holiday' our 08 30 departure was deferred until 13 30, allowing us time to see the Blue Lake and other local attractions.

Railway carriages are known by differing names such as cars, coaches, etc. Some road transport operators seeking to glamorise their services call buses (originally called omnibuses) coaches, perhaps offering such upmarket frills as on board toilets (which most drivers implore passengers not to use) and videos.

In contrast to earlier pampered V/Line bus travel this day's adventure was destined to be somewhat different. The exterior of the bus had that unwashed look, the windscreen was splattered with insects, passenger windows were smeary and the overflowing litter bin had not been emptied before departure. We exchanged drivers, but not courtesies when we met the opposing service from Warrnambool. There were practically no on board announcements and no advice that passengers feeling the need could alight at Portland to use the nearby public conveniences. Unlike on the *Intercapital Daylight*, which my colleagues tell me stopped to enable passengers and crew

to listen to the broadcast of the Melbourne Cup, our 'coach' driver was the only person who heard the race and he told no one the result. Stops were also made at Dartmoor, Heywood and Port Fairy.

LACK OF FOOD FOR THOUGHT

Warrnambool station was a hive of activity with crowds, most of whose members had enjoyed a four day weekend away, boarding the 16 55 *Westcoaster* (a name borrowed from a former nifty Tasmanian train) comprising 9ACN, 47BRN, 8BN and 322D hauled by N465. A few jolts were noted on the curved sections of track early during the journey when previous starvation experiences as a seasoned traveller urged me to join the buffet queue promptly, where the lone attendant battled commendably to serve the multitude of hungry passengers. My worst fears were confirmed. Passengers on the down trip had devoured most of the goodies so now the variety was limited. In desperation for something solid I managed to obtain the last two salad rolls, the contents of which remained frozen despite my trying to defrost them in the sunlight. The cheesecake reminded me of mushy babies' food. Yuk! Whatever happened to those airline type meals the railways have been promising for a decade? I have never experienced such poor catering on scores of trips between Bendigo and Melbourne in good old *Taggerty* before V/Line reshaped the 'service'.

Strangely, these days when traditional food shortages continue on V/Line trains, the grog (and I enjoy the occasional refresher) never seems to run out. There were several inebriates making a nuisance of themselves. Now in an era of computerisation surely after five years of upgraded country services someone in Head Office can be expected to muster the initiative to make adequate provision for holiday passengers' appetites. My much rail travelled, dear, late Aunt Freda who passed away on September 20 would no doubt endorse her nephew's comments on this matter.

In recent years I've rarely been on a V/Line train when at least one of the power assisted sliding doors at the ends of the carriages has not been on the blink. This particular afternoon's *Westcoaster* was no exception. In our carriage, the rear door obligingly allowed passengers out into the vestibule for access to the toilet or to join the gaggle of smoking youngsters apparently unwittingly booked in non-smoking areas by their parents. The door stubbornly refused to allow people back into the interior of the carriage. One frazzled passenger, whose gesticulations were ignored by others seated inside and fed up with continuously being beckoned to activate the door, finally, when the train stopped at Birregurra, leapt out of the carriage and dashed along to the front to rejoin her seat. After other stops at Camperdown, Colac, Winchelsea and Geelong it was a relief to alight at Spencer Street shortly after the 20 12 scheduled arrival time.

On Wed.3.2.88, the eastbound Overland ran via Cressy as a result of a derailment at Beaufort. The train is seen here entering Gheringhap station from the Maroona line behind X47-947 at 09 40. (John Dennis)



A Writer's Impression of an N Class Trip from Adelaide

The *Overland's* combination of locomotives has varied from X+X to X+S to X+930 to S+930 and to N+N during the past two years. The newest locomotive combination is supposed to be the fastest through the Adelaide Hills. The writer timed the *Overland* from Adelaide on Wed.21.12.88. An earlier timing had been made of the same train with an X class and an S class on 11.1.87.

Station	Schedule*	X+S ¹	N+N	Comparison	
				X+S	N+N
Adelaide	dep. 20 0020 07	20 01			
Keswick	20 0420 09	20 03	2	2	
Goodwood	20 0620 11	20 05	2	2	
Mitcham	20 1120 15	20 10	4	5	
Blackwood	20 2720 22	20 24	7	14	
Belair	20 3520 29	20 28	7	4	
Long Gully	20 4520 38	20 36	9	8	
Mt Lofty	20 5420 49	20 44	11	8	
Aldgate	20 5920 55	20 52	6	8	
Bridgewater	21 0421 00	20 57	5	5	
Balhannah	21 18—	21 13	—	16	
Mt Barker Junct.	21 25—	21 19	—	6	
Nairne	21 3521 35	21 27	—	8	
Petwood	21 4421 45	21 34	10	7	
Callington	21 5721 58	21 48	13	14	
Monarto South	22 07—	21 58	—	10	
Murray Bridge	arr. 22 2122 22	22 15	—	17	

*Schedule is based on 1988 timetable.

¹Schedule was based on 1987 timetable.

The table shows that the N classes were faster through the hills than the X+S combination. The N+N were early at some stations, being 10 min. early at Mt Lofty, whereas the X+S were only five minutes

early. Arriving at Murray Bridge, the X+S were one minute late but the N+N were seven minutes early.

The table below shows the times for both trains from Ballarat to Melbourne.

Station	Schedule*	X+S ¹	N+N	Comparison	
				X+S	N+N
Ballarat	dep. 07 0007 01	07 04			
Warrenheip	07 1107 10	07 13	9	9	
Bungaree Loop	07 2107 19	07 25	9	12	
Ballan	07 3507 33	07 37	14	12	
Bank Box Loop	07 4507 43	07 48	10	11	
Bacchus Marsh	07 5607 55	08 00	12	12	
Parwan Loop	08 0208 02	08 05	7	5	
Melton	08 0908 09	08 12	7	7	
Rockbank	08 1408 15	08 16	6	4	
Deer Park West					
Junct.	08 2008 21	08 21	6	5	
Sunshine	arr. 08 3108 29	08 30	8	9	
	dep. 08 3608 36	08 39	—	—	
South Kensington	08 4608 47	08 48	11	9	
North Melbourne	08 5008 51	08 52	4	4	
Spencer Street	arr. 08 5508 56	08 57	5	5	

Total time — X+S: 1 hr 55 sec. — N+N: 1 hr 53 sec.

The N classes were faster between Ballarat and Melbourne, but only by two minutes. Both trains left late and arrived late.

The train consists were: X49-S308-9BJ-8BJ-3RBJ-10BJ-6BJ-3AJ-1AJ-Mokai-Juki-Dorai-No.2-Allambi-Yankai-2PCO-ICO-AMPY2716, and N461/5-7BJ-1RBJ-5BJ-2AJ-3AJ-Mokai-Yanni-Tarkinji-Weroni-No.1-Allambi-Nomuldi-1PCO-ICO-AMPY2716.

Maybe the new locomotive combination will cut running times up Ingliston Bank on the down journey and through the Adelaide Hills. Who knows what any future locomotive combinations may be?

N452-N451 approach Rockbank with the up *Overland* on Sun.28.8.88. (John Dare)



A Night at Beaufort

PETER FOOTE

At 19 59 on Tuesday, 16 June 1987, S317 hauling the 17 26 Melbourne to Dimboola passenger train departed Beaufort and I was left standing on the platform in the cold night air. A fog was beginning to form as I introduced myself to the station officer. I told him that I would like to observe the night shift at his station. He shook his head in disbelief, wondering, no doubt why anybody in his right mind would want to spend a cold night away from his nice warm lounge room. I assured him that I was not all that silly, although in the cold of Beaufort I was beginning to have my doubts.

The signal box, situated at the down end of the platform, was high enough so that the signalman could see both ends of the station yard clearly. The 19 wooden steps leading to the signal box rose at a steep angle and I noticed that they were fitted with steel mesh, presumably so that a signalman bounding up the steps to clear the signals for a train would not find himself in a heap at the bottom. I was told that they used to be very dangerous on a frosty night.

Accepting an invitation to have a look inside the box, the first thing that caught my eye was the row of gleaming red, black and blue levers, standing smartly to attention against the front wall, although a couple of the blue levers were not party to the regimentation. Above the lever frame hung the signal box diagram which displayed the track layout at Beaufort, and in the appropriate places the various signals were drawn in. Beneath the layout sketch was a list of lever pulls for the various moves that could be signalled.

Along the wall opposite the levers, three miniature staff instruments stood on their pedestals. Prior to 1981 there was a fourth instrument there. I asked why there were three and then I was told about long and short staff sections. The station officer explained that towards Ballarat, the normal section was to Burrumbeet, but during periods of heavy traffic Trawalla station could be 'switched in'; hence the provision of an instrument for each section on this side.

On the other side Middle Creek had been used to divide the section to Buangor in a similar fashion, but was deemed unnecessary owing to the longer and fewer trains now being run. Trawalla, he explained, was kept as it had a long loop and could be used to sidetrack the express goods trains, although even they were getting too long these days for any loop.

Next to the instruments was a small desk on which rested the train register book, in which all the details of each train were entered, e.g., the train number, the arrival and departure times, the staff numbers, etc. On the wall behind the desk was the train control telephone, and it was to the train controller in that the time of passing of each train was given. This enabled the train controller to keep an accurate record of the traffic pattern and arrange the necessary crossings on the single line.

A look out of the window showed that the fog had thickened even further, so much so that the arrival signals were obscured and I wondered how the station officer would be able to tell whether they had responded to the lever operation. The station lights were now casting an eerie glow over the platform and

I was glad that I had a warm building in which to shelter.

The quiet was broken by the ringing of the control phone and Beaufort was told that 352 (the Ararat to Ballarat local goods) would cross 9145 (the Adelaide bound Superfreighter) at Beaufort and that 352 was a long train.

At 21 06 the Buangor staff bell rang twice, indicating 352's departure from that station. Twenty eight minutes later the up approach bell rang, indicating 352's impending arrival, the road from the Buangor direction to the crossing loop was set and shortly after, G522 and T370 crept quietly out of the fog, the Buangor to Beaufort staff being surrendered as they passed the box. Some more levers were operated, allowing G522 and T370 to head into siding 'A' at the up end in order to clear the main line at the down end.

Once the train was in clear, the points were re-stored to normal and the signals for 9145 were cleared, the train having been belled on from Trawalla at 21 28. X53 and 967 approached slowly as a hand staff exchange was to be effected, but once this had been achieved the throttle was quickly whipped into the eighth notch and 9145 roared off into the foggy night, the time of passing being 21 39. Two rings on the staff bell indicated that Buangor was acknowledging the train departure signal and was most likely now setting up the auto and pulling off its signals.

Once 9145 was clear of the down end points, they were again reversed and a green hand signal indicated to the crew of 352 that it was safe to reverse out of siding 'A'. I'm not sure how the crew members saw the hand signal through the fog. As this move was being made Trawalla was told by bell signal that 9145 had arrived complete (three beats) and then a number of beats was sent, asking if the line was clear for a goods train. Trawalla replied with the same number of beats, and holding down on the last one enabled Beaufort to extract a staff from the Trawalla instrument to permit 352 to traverse the section. The staff was handed up to the driver of 352 and then a flurry of lever movements permitted 352 to depart at 21 45 for Trawalla and eventually Ballarat.

The details of the cross were entered in the train register book and then the times were given to train control who then informed Beaufort that the *Overland* was going to be the next train and would not cross anything. At this time I heard on the phone that the *Overland* had just passed through Ballan, so there was to be a quiet period at Beaufort station. Three beats rang out on the Trawalla bell at 21 57, indicating 'train arrival' for 352 and a staff was released for Trawalla for the *Overland*. One minute later three beats were received from Buangor and a fresh staff obtained for that section, which was then taken out into the cold and hung in its special pouch on the down staff exchanger. Then the signals for the *Overland* were lowered and we retired to the warmth of the station building.

The approach bell rang shortly after 23 10 and we ventured out into the cold and headed 150 metres towards Melbourne to observe the passage of the

Overland. A bright light appeared out of the fog and without slowing X46 and 931 wheeled the lengthy train through Beaufort (at 23 16) and up the bank with the engines being audible for quite some time. After returning to the box the station officer again exchanged bell signals with Buangor and Trawalla and informed control of the time of passing. Then we were told that 383 (the Ballarat to Ararat local goods) would be leaving Ballarat very soon and would shunt Beaufort.

Two beats on the Trawalla bell at 23 50 indicated that 383 had left that station and was heading our way. One minute after midnight 383 came to a stand at the home arrival signal. The crew then proceeded to detach a GY wagon of superphosphate and place it in siding 'B', which is Beaufort's superphosphate siding. At 00 14 T379 slowly passed the box to enable the crew to exchange the Trawalla staff for a Buangor staff and then proceeded to attack the grade ahead with it too being heard for some time. As the train passed through I noticed that most of the load was empty containers bound for Nhill where they would be loaded with export peas. Train control, after being told the times for 383 informed the station officer that 9153 would be the next train and that it would cross 9156 at Ararat.

In pulling off the signals for 9153 it was found that the down distant (lever 35) had developed a fault and so we went for a quick walk to inspect the wire after having told control the details. We returned to the warmth of the station prior to the passage of 9153 behind C509 and C508 at 01 15. Eighteen minutes later Buangor sent three beats indicating 'train arrival' and took a staff out for 9156.

A change of shift occurred at 03 00 and I found the new man just as pleasant, but equally baffled as to why anyone would wish to be up at this hour if he didn't have to be.

As 9156's arrival was some time away and I was starting to feel the effects of the hour, I retired to the waiting room for a little snooze and heard 9156 roar past but failed to note the time in my book. The next train (9186, the Melbourne bound Superfreighter) flew through at 04 54 behind X50 and 947 and I heard the 'train arrival' signal sent from Trawalla 12 minutes later.

At 06 15 the *Overland* hauled by X47 and 937 passed through on its way to Melbourne and 9128 express goods behind BL26 followed just 29 minutes behind, indicating that it had probably waited 'line clear' on the *Overland* in Ararat yard.

The up Dimboola passenger, hauled by S317, arrived just after nine o'clock and I joined it reluctantly, having spent a pleasant time observing the nocturnal train activity at a typical country crossing station. My stay had been made even more enjoyable by the friendliness of the station staff, even if they had been somewhat perplexed.

EDITOR'S NOTE

Since this article was written, there have been several changes on the section of line between Ballarat and Ararat. Both Windermere and Burrumbeet have been closed as electric staff stations and the staff section is now Linton Junction - Trawalla for all trains. Beaufort too has been closed as an electric staff station and all of the tracks and signals have been or will be removed, leaving only the passenger platform. The signal box is apparently to be retained for historical purposes. The staff section west of Trawalla is now Trawalla - Buangor for all trains.

This section of track perhaps contains more sites of closed stations than any section of a similar length in the state. How many readers know where Dowling, Windermere, Burrumbeet, Kal Kal, Top of the Bank Block Post, Eurambeen, Middle Creek, Dobie Ghiran or Greenhills siding were?

C502 waits in No.2 road at Trawalla on No.9117 down express goods as N475 races through on the 13 40 up Dimboola pass. 04 08 Thurs.16.7.87. (Gavin McLaughlan)





S CLASS ON THE OVERLAND

Above: S307-967 bring the *Overland* through Parwan on Sat.12.3.88. (Graham Withers)

Below: A few weeks before the regular running of N class on the *Overland*, S317-S300 haul the *Overland* across the Koroit Creek bridge on Sat.16.7.88. (Doug Knowles)





MILDURA LINE

Above: T349-T397 arrive in No.2 road at Watchem on No.1155 down goods at 12 30 on Mon.30.11.87.

Below: The new Donald Loop was commissioned on Fri.9.12.88. One of the first up trains to use it was X36 with No.9118 goods on Sun.11.12.88.

(Both photos Gavin McLaughlan)





A70 hurries through Wallan with an Albury bound oil train at sunset on Wed.5.2.86. (Graham Withers)



Operations

GENERAL

B and S class sightings: Specific sightings are recorded hereunder. Other sightings, part of general observations, appear elsewhere in this magazine.

Mon.2.1. S307-X50-202BS-205BS-226BRS-201BS-255ACZ-D339 on 07 55 (8105) down Dimboola pass. X50-S307 hauled the same set on the 13 15 (8146) up Dimboola pass. the same day.

Thurs.5.1. A62-S312-X44-D318-D359-ACN36-BRN35-BN23 on the 14 45 (8130) up Ballarat pass.

Fri.6.1. At about 11 00, B61 was at Ballarat East Loco depot. It became the lead locomotive on a load of 38 wheat wagons which left Ballarat and was through Sulky Loop at 16 50. Other locomotives in the consist were X44-G531-G529.

Sat.7.1. X51-S312-X53-45xbogie wagons departed Ballarat East on an up express goods at 10 31.

Mon.9.1. B75 (VR)-20xAKBX in North Melbourne Yard at 20 15. Locomotive was shut down.

Fri.13.1. B65 (VR) with empty AKBX at North Melbourne at 20 15 and Tottenham at 21 15.

Mon.16.1. N475-S307-T on a wheat train in Tottenham Yard at 11 00.

Sat.21.1. B76 at Ballarat East depot.

Mon.23.1. S307-T364 on down Wodonga goods between Glenrowan and Springhurst.

Wed.25.1. B64-X35-T379-T380 on an up goods carrying containers, mineral sand, ballast and miscellany arrived at Ballarat at 16 50/17 51. B64 was taken off and its water supply was replenished. The Ballarat pilot struggled to bring the load clear of Lydiard Street crossing to break the load so the B-T-T combination could take all but the containers to Geelong at 16 51.

Fri.27.1. B64-B75-T379-24xwheat wagons departed Ballarat at 15 35 on a down wheat. At Maryborough 17 00-18 05 then Bet Bet at 18 22.

Sun.29.1. B76-X47 on the 16 40 (8330) up Cobram pass. arrived at Spencer Street at 19 45.

WEST

Stawell observations: Observations for the period October - December.

Mon.3.10. G511-T395 up grain. 37=74 at 18 53.

Wed.5.10. S313 down oil shunting at 08 00.

Fri.7.10. C502-702 up express goods. 39=117 at 07 45.

Fri.4.11. X47 down light engine at 21 22. T374-T353-H3-H5 up grain. 36=73 at 22 37. B76 down ballast. 9=18 at 13 18.

Mon.14.11. G524-BL26-G533-N457 down express goods. 31=92 at 18 43. G525-X52 up grain. 35=70 at 19 57.

Tues.15.11. B75 down grain. 30=60 at 21 53. N461 down pass. empty cars. 5 at 22 29.

Sun.20.11. G525-C503-C502 up express goods. 50=137 at 08 10.

Mon.21.11. G525-C502-N457 down express goods. 37=96 at 19 33.

Tues.22.11. G527-G530-G526 down express goods. 51=121 at 18 47.

Mon.28.11. C510-BL32-N457 down express goods. 38=90 at 18 58.

Tues.29.11. C509-C508-S313 down express goods. 50=103 st 18 04.

Wed.30.11. 706-C510-X49 down express goods. 47=141 at 20 19.

Thurs.1.12. BL35 up express goods. 18=37 at 13 03.

Mon.5.12. C503-X49-S317 down express goods (steel). 42=108 at 19 40.

Tues.6.12. T353-H4-H1 up goods. 24=58 at 17 00.

Thurs.8.12. A73-702 up express goods. 25=72 at 07 44.

Wed.14.12. H1-T393 down goods. 36=75 at 19 05.

Fri.16.12. X49-X54-701-S306-S302 down express goods. 46=110 at 19 08.

Sun.18.12. G531-X54-X49 up express goods. 50=137 at 11 21.

Wed.21.12. X49-T372-H1-T393 down goods. 23=47 at 17 12.

G525-X44-X49 up express goods. 53=106 at 20 30.

Fri.23.12. G524-706-967 up express goods. 51=115 at 07 30. H1-T369 down oil. 10=23 at 15 50.

G525-S312-X44 up grain. 43=86 at 18 40.

Stawell observations: Observations for January.

Thurs.5.1. A62-S312-X44-N-2xD up pass. at 08 15. 703-702-937 up express goods at 13 05. 35=89 (steel). N469-S307 up pass. at 14 35. C501-947-X51 down express goods at 18 19. 50=128. B? up ballast at 18 49.

Fri.6.1. BL32-931-932 up express goods at 07 12. 44=128. X46-S317-706 up express goods at 09 52. 31=93. G530-937-702 down express goods at 22 32. 43=125.

Sat.7.1. BL31-934-947 up express goods at 09 07. 33=98.

Sun.8.1. G530-702-G512 up express goods at 09 45. 50=143.

Tues.10.1. X54-A85-S313 down pass. at 21 12.

Thurs.12.1. 701-934 up express goods at 10 00. 21=42 (steel). C501-C506-X46 down express goods at 17 48. 50=108.

Tues.17.1. Y147-2xbogie. Shunted on side road with 1xbogie briquette wagon. Travelled west with 1xempty at 09 20. Returned light engine at 10 55. First observation of a Y class for over 12 months.

Wed.18.1. X48-939-934-932 up express goods at 08 55. 35=102.

General sightings:

Fri.31.12. C502-S307-BL26-701-932 on Melbourne - Adelaide express goods sighted at West Footscray at 11 30. This train ran tests to Bank Box Loop. Sat.31.12. BL35-G529 on down express goods at Parwan at 13 45. 967-C509 on up express goods at Bacchus Marsh at 15 05. C506-701 on down extra goods (empty gondolas and motorail) at Bacchus Marsh at 15 00.

Tues.3.1. X53-C509-C503-934 (dead) down express goods at West Footscray at 13 08. This train ran tests to Bank Box Loop.

Thurs.5.1. C501-947-X51 down express goods at Bank Box Loop at 13 40.

Fri.6.1. BL32-931-932 up express goods (9152) at Tottenham at 12 23.

Sat.7.1. G535-703-C506 down express goods (9117) crossed BL31-934-937 up express goods (9152) at Bank Box Loop at 13 50. BL26-706 down superfreighter (9145) at Ingliston at 17 42.

Sat.14.1. G535-C503-X51 down express goods (9117) at Bacchus Marsh at 13 17. X51 caught fire at Bungee and was replaced by 947. C502-703-934 up express goods (9152) at Bacchus Marsh at 14 00. X48-BL35 down superfreighter (9145) at Ingliston at 17 45.

The Overland: Locomotive combinations have varied from the now customary double N class to one N class and one X class. Down trains are N class leading and the X class long end first. Sightings are Wed.18.1, N460-X48 (VR); Sat.28.1, N472-X48; Sun.29.1, N463-X45. Other N class combinations have been, N464-N461, N473-N458, N463-N464, N460-N458. In all cases the first listed is lead locomotive on the down train.

On Mon.23.1, the down *Overland* of 14 vehicles with N463-N464 was docked and the locomotives departed without the train at 20 00. They came to a halt on the down side of the crossover from the new carriage sheds and a pilot lifted empty AMBP motorail wagon from the loading area and attached it as leading vehicle. The locomotives then recoupled at 20 18 and departed on time at 20 35.

Adelaide goods: Locomotive combinations sighted have been quite varied as have train sizes. Tues.10.1 saw C501 (VR)-C508-31xvehicles. Mon.16.1, G517x17NQJW followed later by BL-930-930 (both No.1 end leading) x34 vehicles. Wed.18.1, C503-932-934-939 (all No.1 end leading) x40 vehicles.

Long goods: On Sat.28.12. 9169 down Adelaide goods consisted of G515-C510-45xbogie wagons. It was noted arriving at Adelaide with G534-G515-C510-962. G534 was added at Dimboola and 962 at Tailem Bend. 9169 and 9170 goods can run with a maximum of 65 bogie wagons. G533-932-701-43xbogie wagons was seen at Lara on Sat.28.1. On the same day, 9117 ran via Ballan with 947-939-S306, departing Tottenham at 12 37.

N475 picks up the staff 'on the auto' as it tops the grade at Ballan on the 10 00 Dynon - Mildura goods. 12 45, Mon.21.9.87. (Gavin McLaughlan)



NORTH WEST

Vinlander delayed: On Fri.23.12. the 21 15 (8143) down Mildura pass. was delayed due to an ETU stop-work meeting. Consist was N453-VMAP6X-VMAP10X-VMAP8P-SZ287-SJ282-SJ284-BZ270-BRS223-BZ267-ACZ253-D345-D361. Departure time was 22 10.

NORTH

Sunbury alterations: On Tues.22.11. T370-N17-D361 operated the 17 19 (8041) down and 18 55 (8064) up services, working in lieu of a P-SH combination. On Wed.23.11. the 15 15 (8029) down and 16 45 (8058) service was operated by T399-N7 (ACN21-BRN20-BN19). The locomotive hauled set, CP291-MTH101-MTH102 was hauled by T379 on Mon.21.11. and Tues.22.11. but failed operating the 17 25 (8056) up service on Tues.22.11. On Wed.23.11. T351 hauled the set on the service.

Northern operations: On Fri.9.12, the 18 35 (8062) up Bendigo pass. consisted of N459-BZ267-D315-D348-D357-N16. On Fri.9.12, the 19 17 (8069) down and 20 25 (8070) up Sunbury service were operated by 56RM. This particular run was quite interesting as the DERM was run through on arrival by A66 on a down light engine to Woodend and T395 on a down dance special. 56RM then ran from Sunshine to Spencer Street via Tottenham Yard and Bunbury Street, being preceded through again by X48-B64 on an up grain from Geelong at Tottenham B Box and by 8176 on an up goods at West Footscray Junction. Arrival at Spencer Street was 34 late at 21 40. On Sat.10.12. the 18 30 (8065) down Bendigo pass. consisted of S300-Z55-D342 whilst the 12 45 (8021) down and 15 20 (8024) up Kyneton pass. consisted of P15-D316-GF291-MTH103-MTH104.

Bendigo observations:

The 18 10 (8061) down Swan Hill pass. arrived at 20 01 behind X53. During the trip the driver's windscreen had caved in and X53 was removed and replaced with N457 which had arrived earlier on the fifth empty car (8078) working. The pass. departed 20 11 (3 late).

X32-T395-S313 departed 00 05 on an up goods.

The 14 10 (9064) Deniliquin - Melbourne Yard goods departed 00 45 hauled by N457-T375. N457 returned later on the 6th Special (8079).

T359 on a down goods arrived at 06 19.

The 06 50 (8026) up pass. departed at 06 52 hauled by N468.

The 21 30 (9083) Melbourne Yard - Deniliquin goods arrived at 07 07.

B64-S317 hauled the 08 35 (8013) down pass. arriving at 10 50.

N455-S317-B64 departed at 11 12 with the 11 00 (8046) up pass.

N453 hauled the 12 25 (8025) down pass. arriving at 14 21 (4 early) and the 17 00 (8062) up pass. left on time.

N464 hauled the 18 30 (8065) down pass. arriving on time at 20 50.

X53 was ferried back to Melbourne on the 08 00 (8080) up pass. on Sun.4.12 with X43 leading.

Echuca news: Hereunder are observations for November and December.

Wed.2.11. T391-5xGH-20xVHHF on up goods arrived 13 43. Last full sized section of new bridge poured on Moama side of river.

Mon.7.11. T392-7xVWS-11xVOWA on down goods departed 11 55. T392-T391-T394-14xGH-2xVPGX-3xVTQY-34xcontainers on up goods departed 17 47.

Tues.8.11.T390-T391 arrived on down goods 06 55. 2xVVDY belonging to Cyclic Gang No.1 in yard.

Wed.9.11. T386-17xVHGF on up goods on Moama side of bridge at 15 32. Delayed by construction work for new road bed until 15 35.

Fri.11.11. New road bridge on Moama side in use but connection to Cobb Highway not finished so all road traffic crosses railway line at Minnenya Street and then re-crosses at Francis Street.

Mon.14.11.T391-17xGH-17xVHHF on up goods through Moama at 15 58.

Tues.15.11.T-VLGX-26xcontainers on down goods arrived at 11 40. T376-VLCX-9xcontainers on up goods arrived at 16 28.

Wed.16.11 T-2xVWS-12xVOWA-21xVHHF on up goods arrived 16 00.

Thurs.17.11. Final pair of bridge spans in place on Victorian side of river. T-3xGH-28xVHHF on up goods arrived 15 35 followed closely by track machines.

Fri.18.11. T376-4xVLGX-2xG-3xcontainers on down goods departed 13 10.

T376-18xVHHF on up goods arrived 15 16. T378-7xVLGX (export rice)-10xcontainers on up goods arrived 17 42.

Mon.21.11. T391-2xGH-2xVLCX-2xcontainers-2xGH-3xVLCX on up goods arrived 16 15.

Tues.22.11. T378-VLGX-VO?X-VLCX-5xcontainers-25xGH on down goods departed 12 32. T378-3xVLCX-2xcontainers-38xGH-6xcontainers (2xcontainers on bogie flats. Usually it has been one container on a bogie flat due to limiting load on the bridge) on up goods arrived 18 08.

Wed.23.11. Y161-4xVWS-14xVOWA on up goods arrived 11 40. T-2xVLCX (briquettes for Nestles)-VOWA's on up goods departed via Toolamba 16 10. Up goods being marshalled at 19 45. 48xGH (brown rice for export) in the consist. Train to have 75 vehicles, the maximum for the section.

Thurs.24.11. T391-5xVLGX-27xGH-8xcontainers on up goods arrived 17 36.

Fri.25.11. Rails being laid on the embankment on the Moama side of the river. T376-VLGX-6xcontainers-22xGH-4xVLCX-6xcontainers on up goods arrived at 16 45.

Mon.28.11. Y133 over fitter's pit.

Wed.30.11. T385-T382-T391- arrived with down goods at 11 20. T376-14xVZWA-11xVWS-2xVHMF-9xVHHF on up goods arrived 16 07. T382-Y133-VZDY-4xVZSX-VOFY-VZSX-11xVWS(on KMQ)-14xVOWA/VZWA on up goods departed via Toolamba 16 50. T391-VLCX-39xGH-6xcontainers (2 per bogie flat) on up goods arrived 17 01. Last section of last pier (pylon) on Moama side of river poured.



A66 passes through Gisborne on the up line with the 12 15 Bendigo pass., as B76-T360 wait on the down line with an empty ballast bound for Castlemaine. 13 47, Mon.15.8.88. (Gavin McLaughlan)

Thurs.1.12. T385-25xVHGF on up goods arrived 13 40. T390-VLGX-47xGH-container on up goods arrived 17 30.

Fri.2.12. T386-6xGH-7xcontainers on up goods arrived 08 42. T391-VLGX-2xGH-9xcontainers on down goods departed 11 40. T391-VLGX-5xcontainers-18xGH on up goods arrived 15 35.

Mon.5.12. T-VLCX-12xVOWA-12xcontainers-19xGH on down goods departed 09 55. T378-16xVHGF on up goods arrived 14 05.

Wed.7.12. Wool leaving freight gate by road for Melbourne. Wheat loaded into containers at silo going south by road transport.

Thurs.8.12. T-16xVHGF-8xGH-15xVHGF on down goods departed 05 50. T386-9xVHGF on up goods arrived 15 40.

Fri.9.12. T376-1xcontainer-VLGX on up goods arrived 13 32. T394-GH's-HGF's on up goods arrived 15 45.

Tues.13.12. T-14xVHGF-14xGH-4xVWS-2xG-18xVHGF on down goods departed 6 15. T391-VLCX-10xcontainers on up goods arrived 14 16. T86-30xVHGF on up goods arrived 15 15.

Wed.14.12. T-14xVHGF-15xGH-14xVHGF on down goods departed 05 58. T392-3xVHGF-4xGH-18xVHGF on up goods arrived 15 46. T-T-VPGX-G-VLCX-24xcontainers on up goods departed 17 35. Work done on placing wiring for warning bells etc. underground for bridge.

Thurs.15.12. T391-G-GY-VLGX on down goods departed 09 40. T391-10xVWS-VLGX-10xcontainers on up goods arrived 13 50. T386-12xVOWA-2xG-3xVWS-7xGH-14xVHGF on up goods arrived 15 22. T392-24xVHGF on up goods arrived 19 08.

Fri.16.12. Moama road back to normal with new work in use.

Mon.19.12. T396-VLGX-3xG-13xcontainers on up goods arrived 13 30. Final concrete pour to join the two spans of the bridge. Security gates to prevent access to each end installed.

Wed.21.12. T-21xVHGF on down goods departed 06 05.

Thurs.22.12. T391-17xVHGF on up goods arrived 11 25. T386-T391-VLCX-3xG-AO?X(briquettes)-2xVGX-VOBX-AOBF-VOGX-VOBX-AOOX-VOGX (empty rake of wagons used for Nestle's Tongala briquette supply)-GY-G-17xcontainers on up goods in yard at 17 15.

Observations for January:

Tues.3.1. T-14xVHGF on down goods departed 06 30. T-VLCX-8xcontainers on up goods arrived 15 18.

Wed.4.1. T-VHGFs on down goods departed 06 05. T390-16xVHGF on up goods arrived 12 00. T376-VLCX-11xcontainers on up goods arrived 15 45.

Thurs.5.1. T-26xGH on down goods departed 05 50. T394-10xVHGF on up goods arrived 10 58.

Fri.6.1. T-14xVHGF on down goods departed 05 50. SEC pole depot now located at line side machine park about 1 km south of Murray Valley Highway crossing on east side of line to Bendigo.

Mon.9.1. T370-T376?-T390-VTQY-VPCX-9xVOCX (briquette)-38xcontainer (a very long train) in yard.

Wed.11.1. T386-10xVHGF on up goods arrived 13 28.

Thurs.12.1. T-VLCX-7xcontainers on up goods arrived 13 49. T370-8xVHGF on up goods arrived at 15 35. Ballast and sleepers in position on approach spans on Moama side of bridge. Rails waiting at the side for placement on the spans.

Fri.13.1. T390-2xVLCX-9xcontainers on down goods departed 10 00. Rails being laid on Moama side approach spans of bridge. Mobile cranes employed to lift rails onto sleepers.

Mon.16.1. T386-23xVHGF on up goods arrived 13 44. T376-15xcontainers on up goods arrived 14 06.

Tues.17.1. T391-8xVWS-13xVHGF on up goods arrived 13 44. T394-VLCX-8xcontainers on up goods arrived 14 20.

Wed.18.1. T-3xVLCX on down goods departed 09 55. T386-4xVWS-13xVHGF on up goods arrived 13 23. T376-VLCX-G-6xVLCX-14xcontainers on up goods arrived 14 52. T386-T376-VPCX-G-5xVTQY-8xVOCX-6xVLCX (export rice)-30xcontainers on up goods departed 17 08.

Thurs.19.1. T391-T394 on down goods arrived 11 50.

Fri.20.1. T-7xVLCX-ALFX(?) -20xcontainers on down goods departed 12 25. T371-T386-T378-8xVWS-VPCX-VTQY-21xcontainers on up goods arrived 16 50. Road bed for new line levelled on approach to Echuca abutment of the bridge.

Sat.21.1. Ballast placed on main span of bridge. 3 metres of line laid onto main span at Moama end.

Mon.23.1. Sleepers in position on main span of bridge and Echuca side approach spans. T385-T390-2xVPCX-VTQY-2xVLCX-ALGX-3xVLCX-20xcontainers on up goods in the yard at 15 30.

Tues.24.1. Track being laid on Echuca approach spans. T-VLCX-6xcontainers-9xVWS on down goods departed 12 45. T378-VLCX-14xcontainers on up goods arrived 16 20.

Wed.25.1. T-VLCX-2xcontainers on down goods departed 12 20. T391-9xVHGF-11xGH-6xVHGF on up goods arrived 14 37. T376?-VLCX-19xVWS-16xcontainers on up goods arrived 18 18 and departed 19 31.

Thurs.26.1. T376-2xGH-8xVHGF-21xGH on up goods arrived 12 07.

Fri.27.1. Down goods departed 11 25. T-VLCXs on up goods passed Moama 14 52. Ballast tamper (6-54-004) working on the bridge. Plasser vehicle 07-16 stalled in yard.

Tues.31.1. New line over the new bridge cut in in the morning. T391-VHWA120-VHWA105 on the new line to drop ballast at 15 40 and on the main span at 15 49. T391-T378-T376-VPCX-32xcontainers on up goods in the yard at 17 25.

NORTH EAST

12 10 (9260) Shepparton - Corio block oil (empty): The usual departure time for this train has been altered to 08 10 because of track maintenance between Man-

galore and Shepparton. One interesting aspect is that with the altered timetable, the train, almost invariably, has to wait for line clear at Mangalore whilst the 06 20 (8310) up Albury pass. passes. The motive power has been anything but interesting. Of the 18 times it has been observed between Fri.23.12 - Fri.29.1, T352-T388 was observed 12. On the remaining occasions, T388 was observed a further 5 times. On the last occasion the train ran, T402 broke the pattern by running it solo.

Mangalore observations: The Albury/Cobram pass. provided little variation of motive power with N or A class providing the bulk of power. There was little freight traffic over the Christmas/New Year period.

Wed.28.12. A70-A73 down Cobram pass. (8327) at 19 43 (11 late).

Thurs.29.12. A73-A70 up Cobram pass. (8308) at 08 04 (3 late).

Fri.30.12. A78-N457 down Cobram pass. (8327) at 19 40 (8 late).

Sun.1.1. N452-X40 down Albury pass. at 19 39 (24 late).

Mon.2.1. N470-X52 down Albury pass. (8311) at 13 36 (8 late).

Tues.3.1. N460-X40 up Albury pass. (8310) at 08 44 (4 late).

Thurs.5.1. N468-S313 up Albury pass. (8310) at 08 42 (2 late). N475-S306 up Albury pass. (8334) at 18 38 (3 late).

Fri.6.1. N472-X45 up Albury pass. (8334) at 18 34 (1 early).

Tues.10.1. X36 up Albury pass. (8334) at 18 48 (13 late).

Sun.15.1. X45-A70 up Albury pass. (8336) at 19 15 (5 late).

Tues.24.1. N461-S301 down Albury pass. at 13 29 (1 late).

Thurs.26.1. B76-T383-T374-T363-T389 down Wodonga goods (9365) at 01 09. S312-S301 down Wodonga goods (9300) from North Geelong (9300) at 07 14. B76-T362 up Wodonga empty oil (9224) at 19 55.

Fri.27.1. S301-S312-T374-T383-T363 up Wodonga goods (9365) at 00 31.

Sat.28.1. N456-X47 up Albury pass. (8310) at 08 41 (1 late).

Sun.29.1. X49-X40 down Albury pass. (8339) at 11 22 (7 late). X40-X49 up Albury pass. (8336) at 19 19 (9 late). N473-S307 down Albury pass. (8343) at 19 43 (12 late).

Good looking X class: On Sun.29.1. the 16 55 (8336) up Albury pass. consisted of X40-X49 (long ends coupled)-D361-ACZ262-BRS228-BZ266-N4. X40 looked brand new, complete with orange and black strip on the cowcatcher.

GYs still live: On Tues.24.1, a lone GY was used for fertiliser traffic to Kyabram.

Goulburn Valley plant/ballast trains: During the last half of November, plant/ballast trains operated between Mangalore - Murchison East under train numbers 3531 and 3532. Observations are listed below:

Tues.15.11. 09 58, T387 down ballast (Murchison East).

Thurs.17.11. 10 05, T359 down ballast.
 Fri.18.11. 07 55, T353 down sleeper. 11 23, T353 up sleeper.
 Tues.22.11. 15 10, T371 up sleeper (Murchison East).
 Wed.23.11. 12 06, T373 up ballast (Toolamba).
 Thurs.24.11. 07 12, T379 down sleeper (Murchison East). 14 47, T379 up sleeper (Murchison East).
 Fri.25.11. 10 10 T402 down ballast (Nagambie).

Goulburn Valley highlights:

Tues.8.11. 04 37, P21 down goods (9365). 18 34, P21 up goods (9332).
 Wed.9.11. 08 18, P18 up Cobram pass. (8308).
 Wed.16.11. 21 45, T402-T396-T394 up goods (9332).
 Fri.18.11. 04 21, T394-T396-T401 down oil (9380). 15 24, T358-T380 up grain (9258).
 Thurs.24.11. 18 37 T390-T365-T360 up oil/goods (9332)

Mangalore observations:

Thurs.10.11. 14 55, N470-X34 up Albury pass. (8318).
 Fri.11.11. 04 00, T394-T351-T381-T376 down Wodonga goods (9327). 08 43, N465-S307 up Albury pass. (8310).
 Sat.12.11. 00 47, X47-S312-T351-T376 up Wodonga goods (9304).
 Sun.13.11. 19 18, X31 up Albury pass. (8336).
 Wed.16.11. 08 48, N454-X39 up Albury pass. (8310).
 Fri.18.11. 18 55, N451-A81- (including PH van-Overland car-Norman) down Albury pass. (8321). 20 15, T360-T412-T383 up Wodonga oil (9224). 21 15, N454-X43 down Albury pass. (8331)
 Sun.20.11. 09 35, N473-N463- (including PH van-Overland car-Norman) up Albury pass. (8336).
 Fri.25.11. 02 00, T367-T400-T401-Y169 down Wodonga goods (9327).
 Mon.28.11. 13 36, S302-A85 down Albury pass. (8311).
 Tues.29.11. 08 45, A71-X43 up Albury pass. (8310).
 Thurs.1.12. 10 27, J515 down Avenel special. J515 up Avenel special. 12 02, J515 down Avenel special. J515 up Avenel special. 13 33, A62-S313

down Albury pass. (8311). 22 09, S300-T394-T382 up Wodonga oil (9224).
 Fri.2.12. 15 00, A66-X35- up Albury pass. (8318).
 Sat.3.12. 09 34, S307-X47 down Albury pass. (8305). 11 05, J515 down Numurkah special (including 58RM). 17 40, J515 up Numurkah special (including 58RM-Yarra). X47-S307 up Albury pass. (8310).
 Tues.6.12. 13 34, N456-X52 down Albury pass. (8311).
 Sat.10.12. 18 32, A71-S307 up Albury pass. (8332).
 Tues.13.12. 13 29, N454-X46-X35 down Albury pass. (8311).
 Wed.14.12. 08 45, A62-S307 up Albury pass. (8310). 20 02, X35 down Cobram pass. (8327).
 Thurs.15.12. 08 06, X35 up Cobram pass. (8308).
 Wed.21.12. 19 58, T402-T382-T362-T388 up Wodonga oil (9224).
 Sat.24.12. 18 40 N475-X54 up Albury pass. (8332). 07 05 (9304).

STANDARD GAUGE

The C class and X class locomotives still provide the bulk of the highlights on the standard gauge. The C class appear more regularly on the 11 15 (9693) Dynon - Goulburn express goods and their return journey varies with no noted pattern. January was a good month for triple heading with several interesting combinations. Observations at Mangalore are as follows:

Wed.28.12. G517-G523 down Ford train (9689) at 17 09.
 Fri.30.12. X37 down Ford train (9689) at 18 04.
 Mon.2.1. C504-C505 up goods (9684) at 21 05.
 Tues.3.1. G518-X37 down goods (9695) at 15 19.
 Fri.6.1. X37 up goods (9680?) at 15 29. C505-G517 up goods (9680) at 17 59.
 Mon.9.1. 422?-81? down *Intercapital Daylight* (8661) at 10 05.
 Wed.11.1. G523-C?-422? down goods (9693) at 13 10.
 Thurs.12.1. X37-42219 up *Intercapital Daylight* (8652) at 18 39.
 Tues.17.1. C504-X37 down goods (9693) at 12 29.

N Line? Wrongly placed panels on N468 at Spencer Street on Sat.3.12.88. (Roderick B Smith)





The nose of B67 makes an impressive sight in the wall of the Station Hotel, Prahran. Sat.3.12.88. (Roderick B Smith)

Wed.18.1. G516-C505 up goods (9680) at 17 27.
 Fri.20.1. G519-G? *Sydney Express* (8625) at 21 27.
 Sun.22.1. 8174-8172 *Sydney Express* (8625) at 21 17.
 Tues.24.1. C504-X37 down Ford train (9689) at 17 30.
 Sat.28.1. 8172-8167-G516 up goods (9680) at 16 21.
 X37-8171-42211 down goods (9675) at 19 00.
 Sun.29.1. C505 *Melbourne Express* (8616) at 07 41 (a rarity?). C504-X37 up goods (9694) at 10 43.

Duke of Gloucester: Further to *Newsrail* February. This carriage was shifted from Spencer Street loading dock to South Dynon on Sat.28.1.

New pilot loco?: 8180 arrived with the *Melbourne Express* on Sun.27.11. It then ran light engine to Dynon and was used to shunt the 8 car consist for *Flying Scotsman* from Dynon to Spencer Street. *Flying Scotsman* followed light engine, tender first, 5 minutes later and departed at about 10 30 (10 late).

EAST

Ruby ballast siding: This siding, located between Korumburra and Leongatha at 122 km, used solely to load ballast from the nearby quarry, saw some use recently when ballast was transported to track work at 82 km between Nyora and Lang Lang. On Fri.9.12, T361 departed Korumburra at 16 52 with empty hopper for Ruby and arrived back light engine at 17 20.

The first ballast special, No.9486, operated on Sun.11.12, also the first day of train order working on this line, when T383 departed light engine from Korumburra for Ruby at 13 04. It passed through Korum-

burra with loaded hoppers at 13 51 and arrived back at 16 49.

The second special operated on Tues.13.12. again with T383 and on Fri.16.12. T398 ran the third. On the same day EM100, V/Line track recording car ran to Barry Beach and return.

The fourth and final special ran on Wed.21.12 with T410 and on completion ran to Dandenong. Once again, all is quiet at Ruby.

Warragul notes: As in the past, this report covers aspects outside the limits of this section but to split it would negate the effect.

* The final day of trackwork in the Longwarry - Warragul section was Thurs.27.10. Since then, all trains have operated without the regular bus substitutions which applied before that date.

* Wed.2.11. saw delays caused by signal failures at Bunyip and Longwarry. Some were caused by the rail flaw detector resulting in fuses being blown at Bunyip and Longwarry. There were also point detector problems. To add to the problems, a broken rail on the down track in the Drouin - Warragul section caused delays. The 17 53 (4083) down Warragul pass. arrived at Warragul at 20 50 (85 late), the 18 05 (8431) down Bairnsdale pass. arrived 32 late and the 20 27 (8437) down Traralgon pass. arrived at Warragul about 57 late. All of these delays were caused by the signal failures. On the same day, the 15 50 (8421) down Traralgon pass. was a P class locomotive on a H set. This set ran up empty cars later that night.

- * On Thurs.3.11. the 06 32 (4015) down Warragul pass. was a 6 car set instead of the usual 3 cars. The set ran as the 09 19 (4030) up Warragul pass.
- * On Tues.8.11. with a strike by drivers for part of the day, the 06 32 (4105) down Warragul pass. stabled and was shut down on arrival at Warragul. It formed the 16 25 (4072) up Warragul pass. in the afternoon. The 16 27 (4069) down Warragul pass. was 4 early and the 17 53 (4083) down Warragul pass. consisted of 36M-979T-37M-86M-906T-79M and arrived 6 late. The 18 05 (8431) down Bairnsdale pass. (also late) was held until 19 44 at the home signal.
- * On Thurs.10.11. The 18 05 (8431) down Bairnsdale pass. was on time (19 33) at the Warragul home signal but was held for 6 minutes until the suburban set had been stabled. Delays are not usually as long as 6 minutes but the Bairnsdale is delayed most nights.
- * Increasing use is being made of No.2 road to refuge suburban arrivals, rather than using the loop. It appears it is an easier move to cross to No.2 road with the new signalling and points in operation. The final suburban, 17 53 (4083) down Warragul pass. is always put into the loop and stabled there usually delaying the down Bairnsdale pass.
- * On Tues.15.11. the 3 car arrival, 13 52 (4067) down Warragul pass. was shut down in No.2 road until time to dock it for the 16 25 (4072) up Warragul pass. The pantographs were then raised and the train docked in the up platform.
- * On Wed.16.11. rodding was being removed from the former site of B box. New sleepers and ballast were then laid in the area on the back platform track at the down end. Apparently, excessive ballast was laid and a ballast hopper derailed. The 13 52 (4067) down Warragul pass. terminated at Nar Nar Goon and was replaced by a bus. The 16 25 (4072) up Warragul pass. was also replaced by a bus. The 13 19 (8415) down Sale pass. was held at the up end of Bunyip until the 13 55 (8428) up Traralgon pass. cleared the single line. The Sale train then ran to Longwarry and then wrong line to Warragul where it was about 30 late.
- * On Fri.18.11. a party train ran to Warragul with the usual barbecue on the up platform.
- * On Mon.21.11. X32 on the *Train of Knowledge* ran down through Warragul about 13 10.
- * On Wed.23.11. a 3 car Comeng set ran up from Warragul. It is not known if this was a special or whether the 09 19 (4030) up Warragul pass. was very late.
- * The saga of the 17 53 (4083) down Warragul pass. and the 18 05 (8431) down Bairnsdale pass. continues. On Fri.25.11. the suburban arrived 4 late at Warragul at 17 29 (in excess of 50 passengers alighted). The driver changed ends, reversed the train out past the points to the loop and the signalman came from the signal panel in the station building, walked to the end of the platform and to the points. He unlocked the points, walked back to the station and set the signals to admit the Bairnsdale train which had whistled at the signal at 19 37. The train arrived at the platform at 19 44 (11 late). For this move 8 minutes is allowed. An employee commented "This is what new technology does for us." On Tues.29.11. the suburban arrived at 19 26 and

was waiting at the points at 19 33. The Bairnsdale whistled at 19 34, the suburban was stabled by 19 36, the signal cleared at 19 39 and the Bairnsdale arrived at 19 41. (On this occasion, with the suburban 1 late and without undue time wasting, the country trains arrival was 8 late after being almost on time at the signal). On Thurs.1.12 the suburban was on time. The Bairnsdale arrived at 19 36, was not held at the signal and went straight to the platform so the move can be made in 11 minutes anyway!

- * The loop at Warragul is no longer a loop but a siding. The up end points (out of use for years and with access from the loop barred recently by a baulk) have now been removed altogether. The baulk across the old No.3. road has now been removed and the road ends nowhere.
- * On Fri.2.12. the *45th Comeng Train* arrived at Warragul down platform, waited whilst the crew changed ends, set back to the down end points, crossed to the up line and was driven up towards Melbourne, non-stop through the platform. This run appeared to be for crew training as in addition to the driver, 5 or 6 others were also in the driving area. A party train arrived at Warragul at 20 55.
- * On Fri.9.12. the 17 53 (4083) down Warragul pass. was 13 late. The down Bairnsdale arrived at 19 45 and was admitted at 19 50. The final down Traralgon pass. arrived 17 late but the reason for the late running is not known.
- * On Tues.13.12. the 16 27 (4069) down Warragul pass. was a 6 car Hitachi set. It ran the return, 18 48 (4096). The use of a Hitachi set to Warragul is most unusual.

The 13 52 (4067) down Warragul pass. is usually a 3-car Comeng set but in late December and early January, it was frequently a 6-car set and ran as such on Wed.28.12., Thurs.5.1., Tues.10.1, Wed. 11.1., Fri.13.1. On Wed.25.1. it was back to the normal three cars.

On Fri.6.1. the 18 48 (4096) up Warragul pass. was a 6-car Hitachi set as was the 17 53 (4083) down Warragul pass. Hitachi sets are rare at Warragul.

On Mon.9.1. the 09 19 (4030) up Warragul pass. was a 6-car Comeng set.

The 18 05 (8431) down Bairnsdale pass. continues to be delayed at the signal at the up end approach to Warragul by delays in stabling the 17 53 (4083) down Warragul pass. which is scheduled only 8 minutes ahead of it. Examples being: Wed.28.12, 10 minute delay. Fri.6.1, 4 minute delay. Thurs.12.1, 4 minute delay. Wed.25.1, 6 minute delay.

On Fri.13.1. the 16 27 (4069) down Warragul pass. arrived 15 late at 18 16 and the 18 05 (8431) down Bairnsdale arrived 17 late at 19 50.

On Sat.14.1. the 06 20 (8406) up Traralgon pass. departed Warragul 52 late at 07 57.

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METROPOLITAN

Cement train: On Fri.23.12. the 17 00 (9490) Waurm Ponds - Lyndhurst block cement passed Spencer Street at 21 04 (19 early) with T404-T361-7xVPCX.

Chelsea observations: Apart from the steel trains others to be sighted were:

Thurs.3.11 and Fri. 4.11. Ballast trains ran to Long Island hauled T406 (Thurs.) and T380 (Fri.)
Fri.15.11.K153-2xcars-van returning from Crib Point passed on the up at 15 40. Tues.6.12. B76-9xempty ballast wagons passed on the down at 20 32.

Thurs.8.12.X39-W0AX-6xV0CX-3xV0BX (all empty ballast) passed on the down at 20 35.

Thurs.22.12.T374-2xwagons-K177-2xwagons-ZD van passed Carrum, bound for the *Mornington Railway Preservation Society*. T374-ZD van did the return.

Steel trains: Sightings during January have been:

Tues.3.1. X54-T394-X50 (9334). X33 (9529).

Wed.4.1. S311-S306-T404 (9334). X33 (9529).

Thurs.5.1. X32-X50-T377 (9334). X35 (9529).

Fri.6.1. S302-B75-T374 (9334). X33 (9529).

Sat.7.1. G535-703-C506 (9334) the highlight of the month. B75-X32 (9529).

Mon.9.1. B75 (9529).

Tues.10.1 C502-C506-X48 (9334). X35 (9529).

Wed.11.1. C503-S310 up light engine. B65 (9529).

Thurs.12.1. X49-T364-X31 (9334). X35 (9529).

Fri.13.1. C508-C510 up light engine. B65 (9529).

Sat.14.1. G535-C503-X51 (9334). B65-X32 (9529).

Mon.16.1. B65 (9529).

Tues.17.1 C508-C501-BL35-938 (9334), another highlight. B80 (9529).

Wed.18.1 X33 (9334). B65 (9529).

Thurs.19.1 X44-X53-T350 (9334). B80 (9529).

Fri.20.1 X31-X44 up light engine. X33 (9529).

During January extra steel trains ran Long Island - Whyalla.

Tues.3.1. B75-T362-X51.

Wed.4.1. T404-T407-T353-B65.

Thurs.5.1. X31-X35.

Fri.13.1. X31-X49.

Spencer Street observations: On Mon.30.1. (Australia Day holiday) the following observations were made:

Departures:

07 45 Kyneton: T362-MTH101-MTH102-CP291.

08 25 Dimboola: X51-S310-BE19-B5209-BRS222-BS208-ACZ257-D313.

08 35 Warrnambool: X49-B76-BZ270-BRS230-BZ267-ACZ255-D339.

18 30 Seymour: T359-MTH101-MTH102-CP291.

19 00 Geelong: N475-X51-S310-N16-Z57-D313.

20 00 Sydney Express: (sleeping portion) G521-MHN2364-NAM2347-NAM2375-LAN2372-NAM2367-LAN2553-DAM2334-RMS2359-BCS2357-LAN2351-NAM2331-NAM2368-PHN2371-MBY2591-MBY2592.

20 35 Overland: N472-X48-AMBP264L-VMPB2V-PC02-Malkara-Tantini-Club No.3-Dorai-Juki-Kuldali-Yankai-AJ1-BJ6-RBJ3-BJ9-BJ8-C02.

21 15 Vineland: N471-VMAP9-VMAP8-SJ282-SJ284-BZ264-BRS225-ACZ260-D312.

21 35 Relief Express: G517-VHN241-VFK273-VFS214-VFK272 -VRS232-VFX217-VBK263-PHS2297.

Arrivals:

19 47 Bendigo: B80-S312-N4-ACZ262-BRS225-BZ264.

19 57 Albury: A73-X41-D328-N7-N8.

20 08 Warrnambool: N461-X31-N5-N15.

20 12 Ballarat: P18-LH32.

20 18 Intercapital Daylight: 42202-MBY2593-MHY2365-PHS2293-BDS2282-SDS2287-BDS2283-RS1962-SDS2272-SDS2294-SFS2277-HFZ2213.

20 48 Cobram: N468-LH33.

T410 leaves Camberwell after running a cadet special from Woodend to Glenferrie, utilising the Steamrail wooden cars. 13 30. Thurs.15.9.88. (Gavin McLaughlin)





**Above: An up refurbished Harris train stranded by flood water at Windsor. 19 30, Tues.7.2.89.
(Photo courtesy ARE Magazine)**

**Below: A66 at Spencer Street with a V/Line travel promotional train destined for Little River. Mon.5.12.88.
(John Green)**



Rollingstock

LOCOMOTIVES

Withdrawals: On Mon.9.1. T356, 357 had their radios removed at Dynon in preparation for storage. On Fri.13.1. both locomotives along with S305 (off register) and Y160 were placed in storage at Melbourne Yard. On Sat.14.1. they were observed in a group with S315, Y112, Y132 and Y154.

In Dec.88. Y128 was transported to Brooklyn for scrapping.

Repairs, etc.:

C501: To Newport Workshops on Mon.23.1 for overhaul.

T361: To Newport Workshops on Mon.23.1 to the wheel lathe.

X42: At Dynon being repainted after nearly 12 months out of service.

RAIL CARS

DRC status as at Sun.8.1:

DRC40: At railmotor depot, Spencer Street, awaiting transfer to Bendigo Workshops.

DRC41: Operating Stony Point service.

DRC42: At South Dynon Loco for inspection of collision damage.

DRC43: At South Dynon loco under repair. Returned to service Tues.10.1).

DERM status as at Sun.8.1:

55RM: Undergoing bogie repair. (Returned to service Tues.10.1).

56RM: In service.

61RM: In service.

64RM: In service.

It is believed that with the introduction of an additional six Harris rebuilds, 56RM and 64RM will be withdrawn from roster. 55RM and 61RM will be kept as a back-up for the DRCs.

RAIL TRACTORS

Revised list of locations as at Fri.20.1. Changes of note since the previous list, *Newsrail* May 1988, p.152, are:

- * A rail tractor has been allocated to North Melbourne wagon workshops.
- * A rail tractor has been allocated to service the needs of the Goodman Fielder flour mills at Sunshine.
- * One has been allocated to Kyabram.
- * Only one is presently allocated to the briquette siding at Morwell.
- * Ballarat Workshops continues with a refurbishing programme, as part of which, they are turned out in V/Line livery.
- * Seymour, Bendigo and Traralgon Loco depots continue to perform general repairs, including repaints.

- 1 Museum
- 2 Huon
- 3 Rochester
- 4 Seymour Loco
- 5 Wangaratta

- 6 Ballarat
- 7 Donald
- 8 Ballarat Workshops
- 9 Seymour Loco
- 10 Colac
- 11 Bridgewater
- 12 Seymour Loco
- 13 Ballarat Workshops
- 14 Bendigo Loco
- 15 Euroa
- 16 Warrnambool
- 17 Castlemaine
- 18 Dimboola
- 19 Kerang
- 20 Irymple
- 21 Horsham
- 22 Ballarat Workshops
- 23 Ballarat Workshops
- 24 Leongatha
- 25 Red Cliffs
- 26 Geelong Loco
- 27 Traralgon
- 28 Kyabram
- 29 Ballarat Loco
- 30 North Melbourne wagon workshops
- 31 Morwell briquette siding
- 32 Bendigo Loco
- 33 Ballarat Workshops
- 34 Warracknabeal
- 35 Traralgon
- 36 Bairnsdale
- 37 Boort
- 38 Sunshine
- 39 Morwell
- 40 Seymour Loco
- 41 Off register
- 42 Bendigo Loco
- 43 Swan Hill
- 44 Wrecked
- 45 Benalla
- 46 Spotswood
- 47 Ballarat Workshops
- 48 Maryborough
- 49 Maffra
- 50 Deniliquin
- 51 Traralgon
- 52 Echuca
- 53 Ballarat Loco

PASSENGER

Harris trailer conversions: Noted at Spotswood on Sat.7.1 were Harris trailers 882T and 878T, stripped prior to being sandblasted for conversion to BH inter-urban cars. A total of six further cars are to be rebuilt which means there will eventually be 13 rostered H sets with six four-car sets.

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ECHUCA BRIDGE

Above: Rail laying in progress on the new Echuca bridge on Fri.13.1.89.

**Below: T391 performs ballast duties on Fri.13.1.89.
(Both photos L Sutton)**



Works

WORKS AND SERVICE

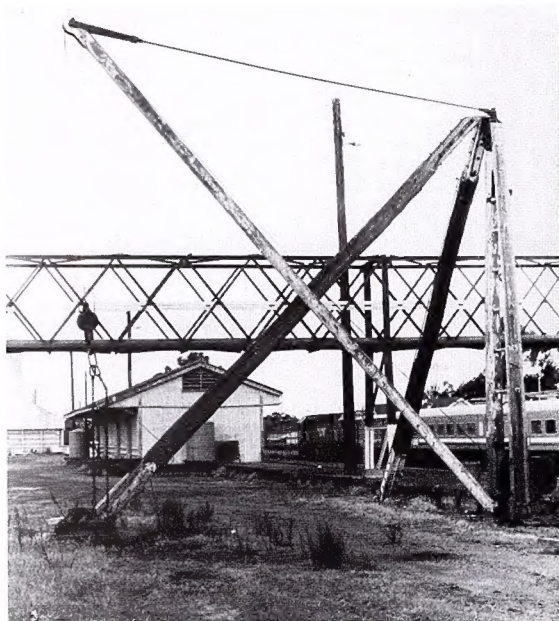
Murchison East - Colbinabbin - Stanhope line: As at Mon.23.1 this line has been partly dismantled. The junction points at Murchison East have been removed. The rails have been pulled clear of the sleepers from the Goulburn Valley highway level crossing at Murchison East to the first level crossing on the Murchison - Rushworth road. A section further on, on the up side of Rushworth remains intact.

The junction points for Colbinabbin station remain untouched but about 100 metres further on, the Colbinabbin branch rails have begun to be lifted. The Stanhope branch remains intact.

The Kyabram goods shed has been re-erected on a farm near Kyabram and been extended to house a collection of vintage tractors.

SIGNALLING, SAFEWORKING AND COMMUNICATION

Train orders on Warrnambool line: Further to *News-rail*, February. Trains proceeding beyond South Geelong in the down direction are now able to get a train order at Geelong thus eliminating the delay at South Geelong as previously reported (passenger trains only).



Above: A once familiar sight, the wooden derrick crane, is fast disappearing. Dimboola, 28.6.88. (Roderick B Smith)

Below: VTBA 362V heating bitumen for RTA use, at Benalla, 11.12.88. (John Green)



Preservation

DERM PRESERVATION

As at Sun.8.1. the situation was as follows:

58RM: Allocated to ARHS Museum but still in service.

59RM: Owned by *Mornington Railway Preservation Society*.

60RM: Owned by *Mornington Railway Preservation Society*.

62RM: Owned by *Healesville Railway Cooperative*.

63RM: Owned by *Central Highlands Tourist Railway*, Daylesford.

PRESERVED DIESEL LOCOMOTIVES

This group of locomotives, T320-T346 and T413, has become one of the largest classes of preserved diesel electric locomotives. Set out hereunder is a list of preserved First Series (flat tops).

T320: *Seymour Loco Steam Preservation Group*. Returned to service in 1988 and available for use on special trains.

T333: *Castlemaine and Maldon Railway Preservation Society*. Returned to service in 1988. Used as backup for K160, works trains and total fire ban days.

T341: *Yarra Valley Tourist Railway*. Returned to service in 1988. In use on regular trains between Healesville and Tarrawarra.

T345: Privately owned. Donated to *Castlemaine and Maldon Railway Preservation Society* and used as assistance for T333.

T413: *T413 Preservation Group Inc.* Geelong. For use on main line. Repainted and fitted with radio.

T320 and T413 are the only two permitted to be used on the V/Line network and both are on the register of historical vehicles.

Other preserved diesel electric locomotives:

B72: Privately owned and stored at *Steamrail* Newport depot.

W250: *Yarra Valley Tourist Railway*.

F208: *707 Operations Incorporated*.

F202, F216, W243: ARHS Museum. Stored at Spotswood. F202 operational.

F212: *Castlemaine and Maldon Railway Preservation Society*.

M231 and M232: *Steamrail* Newport. Used as shunters.

The *Heritage Train*: Carriage BE1 has recently been undergoing restoration at *The Seymour Loco Steam Preservation Group*. It has been restored to the same standard as AE2 and AE30 and will soon be returned to service. The following carriages are now in *Heritage Train* livery; AE2-AE30-BCE3-BE14-BE1-Yarra. BE26 may also be restored as part of the train.

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How to place your Advertisement: Use block letters, include full name, address and phone number, and cheque (not cash) payable to ARHS. Send to Advertising Manager, Peter Silva, GPO Box 5177AA, Melbourne, 3001. Closing date of Advertisements is the 20th of each month. All advertisers are advised to read the Advertising Conditions before placing any advertisement as they contain an indemnity from the advertiser. Copies are available on request.

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LOST AND FOUND

If any reader would have 2 rolls of negatives, from Wal Larsen Archives, of the last Steam Trains Wangaratta - Moyhu, and Moe - Erica lines, would the person please contact **Robert Lilburn**, (053) 67 1708.

WANTED TO KNOW

Yarra Valley Tourist Railway. Now operational with rail trolley rides from Healesville (through historic tunnel) and also Yarra Glen on Sundays. **We need you.** Phone (03) 529 5602 or write to 13 Centre Road, Vermont 3133.

Would any reader who knows the whereabouts of former **M&MTB W3 Tram bodies, 660, 666, 669** please contact **Robert Lilburn**, (053) 67 1708.

WANTED TO SELL

Loco Registers: Can you keep up-to-date your lists/records, I am trying updating monthly on computer. Why not subscribe to my lists - all Australia, NZ, Brit. Rail, (DMU/EMU later). Whichever your interests. Send s.a.e. for details and sample page. **WBS** C/o PO Box 82, Padstow, NSW 2211.

Part of magazine collection. Unbound ARHS Bulletins with supplements and indexes - 1948-1959 oddments \$1 each, 1960-1980 Jan.-Dec. vols. \$10 each or \$2 each single issues breaking volumes, 1981-1988 Jan.-Dec. vols. \$20 each or \$3 each single issues breaking volumes. Divisional Diary and Newsrail 1962 May to Dec. only, 1963 (12), 1964 (11 miss Sept.), 1965-1970 (all 12) \$10 or \$2 each issue breaking volumes. 1971-1980 all vols. complete (larger page size and some years have combined Nov./Dec. or Jan./Feb. issues) \$15 each volume or \$2.50 single issue, 1981-1988 all vols. complete \$18 each or \$2.75 each single issue. All good condition. **John Prideaux**, (03) 481 4280 or write - 2 Emmaline Street, Northcote 3070.

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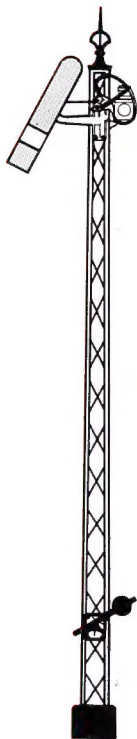
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